

Steel Steam Schooners of Pacific Coast

(Summarized by Shipyards)

By JOHN LYMAN

Maritime Research Society of San Diego

(EDITOR'S NOTE: Mr. Lyman would be happy to hear from any old-timers remembering these vessels or having further particulars of them; or to answer questions concerning them or other vessels. His address for the duration is Box 227, Dahlgren, Virginia.)

Craig Yard, Toledo, O.

The Craig Shipbuilding Company of Toledo, Ohio, built several vessels that were brought to the Pacific Coast before the Craigs sold out the yard to the Toledo Shipbuilding Company, and moved to the West Coast themselves, to become shipbuilders again at Long Beach, California.

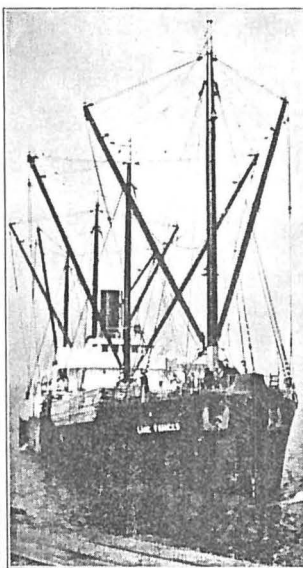
Tampico, 2133 tons, was built at Toledo by the Craig Shipbuilding Company in 1900. She had a 1000-hp. triple expansion engine built by the Detroit Shipbuilding Company, and carried 3000 tons deadweight. She was brought to the West Coast by the Globe Navigation Co. and was sold to the Pacific Coast Company, who operated her chiefly as a collier. During the first World War she went to the Atlantic, and by 1925 was back on the Lakes, being operated as a collier out of Detroit. She was still so serving in 1940.

Meteor, 2301 tons, was built in 1901 by the Craig Shipbuilding Company. She came out to the West Coast under the ownership of the Globe Navigation Company, an organization of Great Lakes capitalists with headquarters in Seattle, who also operated a fleet of wooden sailing schooners in the lumber trade. The Meteor carried 1550-M feet of lumber or 3400 tons of coal. She was acquired in 1908 by the Pacific Coast Company, and in 1917 was sold to Boston owners. She was wrecked without loss of life on Block Island, July 10, 1926. The Meteor was powered with a triple expansion engine of 1000-hp, made by the builders, and carried her engines aft, as did the Tampico.

Redondo, 679 tons, with 900-M feet lumber capacity, was built at the Craig yard, Toledo, in 1902. She had a deadweight tonnage of 1330, and a triple expansion engine of 900-hp, supplied by her builders. The Redondo was first owned by Swayne & Hoyt of San Francisco, who sold her about 1906 to the Simpson Lumber Company. In 1911 she was acquired by the Inter-Ocean Transportation Company, a subsidiary of the C. A. Smith Lumber Company; while in 1915 she came under the ownership of the Alaska Steamship Company, Seattle. In 1937 she was converted to a floating sardine reduction plant, with her main engine removed, by the Redondo

Fish Products Company of San Francisco, who still owned her in 1940.

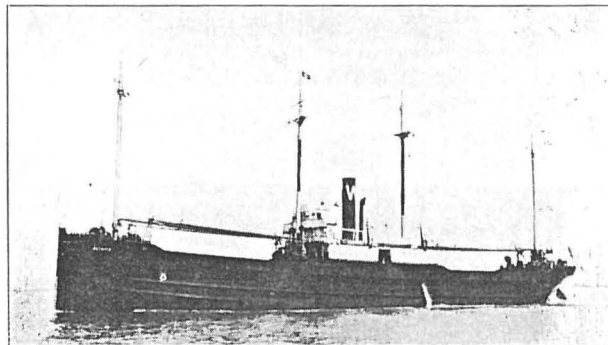
After the Toledo yard was taken over by the Toledo Shipbuilding Company, the first of its output to be brought to the Pacific Coast was a group of four sister auxiliary motor vessels. There were originally six of these, ordered in August, 1915, by the Smith Shipping Company of New York. They were all bought long before completion by the Standard Oil Company of New Jersey. With registered dimensions of 252 x 43.7 x 21.2 feet, and deadweight capacity of 2890 tons, they were powered with a single Bolinders engine of 320-hp.



THE LAKE FRANCES

each. They were rigged as bald-headed four-masted schooners, without bowsprits, so that they were underpowered both in engine and in sail spread. In addition to the four that came to the West Coast, the group included the Starlite, launched April 20, 1916, which was renamed Standtow No. 2, and was sold to Argentina in 1922; and the Twilite, which was renamed Standtow No. 1, and dropped from registry before 1925. All the rest were completed in 1916 also:

Moonlite, 1952 tons, was bought in 1922 by the Pacific Steamship



STEAM SCHOONER OLYMPE, EX-WAR SHELL

Company. In 1924 she was re-engined with twin screws and two McIntosh & Seymour diesels totaling 1000-hp, and was renamed Admiral Peary. She was sold to Mexican owners in 1934.

Dawnlite, 1976 tons, was also bought from the Standard Oil Co. of New Jersey in 1922 by the Pacific Steamship Company. A few years later she was sold to Baltimore owners, who converted her to an oil barge under the name Pure Wofford. She was still afloat under that name in 1940.

Sunlite, 1976 tons, had a history exactly like that of the Dawnlite, except that she was renamed the Pure Sherrill.

Daylite, 1976 tons, also passed from the Standard Oil Company of New Jersey to the Pacific Steamship Company, Seattle, then to Baltimore owners, who converted her to a barge without change of name. She was scrapped in 1940.

Following the six diesel-engined monstrosities, the Toledo Shipbuilding Company worked on orders for a series of 3000 deadweight ton steamers of orthodox design, with registered dimensions of 252 x 43.5 x 18.9 feet, and triple expansion engines of 1200-hp, placed amidships. The earliest of these had been ordered by the Cunard Line, acting as agents for the British government, and by A. R. Lewis of New York; but they were requisitioned by the United States Shipping Board while under construction, and similar vessels were ordered by the Emergency Fleet Corporation.

War Shell, 1876 tons, was renamed Lakeshore by the Shipping Board. As was the case in all the other steamers of this group, her builders also constructed her engines. She was completed at Toledo in 1917, and was sold in 1922 by the Shipping Board to the E. K. Wood Lumber Company, who had her converted to burn oil and renamed her the Olympe. She was still owned by the E. K. Wood Co. in 1940.

War Bayonet, 1985 tons, was launched September 1, 1917, and like the War Shell was requisitioned from the Cunard Line by the Shipping Board, who renamed her the Lake Superior. In 1926 she be-

came the C. D. Johnson III, owned by the Pacific Spruce Corporation of Newport, Oregon. In 1932 she was bought by the Times-Mirror Company of Los Angeles, to carry newsprint, and a couple of years later she was resold to the Schafer Brothers Steamship Line of San Francisco and renamed the Anna Schafer. They still owned her in 1940.

War Rifle, 1853 tons, was renamed Lakebridge by the Shipping Board, who sold her in 1923 to the E. K. Wood Lumber Company of San Francisco. As the Cascade she owned by the E. K. Wood Company until 1940, when she was transferred to Panamanian registry.

War Flag, 1891 tons, was called Lake Sunapee by the Shipping Board when completed in 1918. In 1923 she was re-engined with an oil engine of 1050-hp, made by the Pacific Diesel Engine Company of Oakland, and emerged as the Frank Lynch, owned by W. J. Gray of San Francisco. She was sold to Greek owners in 1937.

Lake Sebago, 2010 tons, was not far enough along when requisitioned by the Shipping Board to have been given a name by the Cunard Line. She was bought in 1923 by the Pacific Spruce Corporation, and in 1932 became the Hubert Schafer of the Schafer Brothers Lumber & Shingle Company, San Francisco. In September, 1940, they sold her to a Panama corporation, which renamed her the Santa Monica.

Lake Cayuga, 2010 tons, had also been ordered from the Toledo Shipbuilding Company by the Cunard Line, and was completed in 1918 for the Shipping Board. In 1923 she was sold to Frank Paramino, San Francisco, who renamed her the Dorothy Wintermote. She foundered off Fish Rock, 10 miles south of Point Arena, on the California Coast, September 17, 1938. No lives were lost.

Lake Frances, 2016 tons, was also completed in 1918, having been ordered by A. R. Lewis of New York. In 1923 the Shipping Board sold her to Frank Paramino of San Francisco, while in 1935

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SHIPYARDS

Charge Made By Magnuson Is Criticised

Charges by Congressman Magnuson of Seattle that an all-welded Liberty Ship had developed cracks in her steel plates while shifting from Lake Washington to the Todd yard in the main harbor, caused severe criticism in local marine circles this week. The ship, the John W. Weeks, had been converted from a cargo carrier to a troop carrier at the plant of the Lake Washington Shipyards, the work there being all above the waterline. The vessel was drydocked at the Todd yard, exposing her hull below the waterline for the first time and two cracks were found, one six inches long, the other eight inches long. Two plates were removed for analysis of the steel, the ordinary procedure. There was nothing serious in all this, but the Magnuson charges were given sensational headlines in the local morning newspaper.

Commenting on the Weeks case, W. T. Hayes, Seattle district manager of the Maintenance and Repair Division, War Shipping Administration, made the following statement:

"The Weeks is as staunch as any ship that ever put to sea. This harp-

ing on Liberty ships with scare-

head and inaccurate reports is doing the nation a dis-service. If it weren't for those ships we wouldn't be advancing in the South Pacific, and we couldn't have made the African and Italian invasions. "There are more than 2,000 Liberties plying the seas. The number which have developed faults is ridiculously small. They were built as a war measure. They were built fast—by men and women who were not shipbuilders. A Liberty which got one load of vital war materials where they were needed did the job it was designed for. Ask the marines on Guadalcanal or the soldiers Rommel had backed up into Egypt. The Liberties have done a marvelous war job!"

The Northland Transportation Company of Seattle operated the Weeks for the War Shipping Administration, and an official of that company declared that they had found the Weeks "100 per cent all right," and he added:

"Less repair work was necessary, as a matter of fact, than on most ships which put in for voyage repairs. It is very foolish to assume that the ship is worthless, or to attempt to say when or where the cracks developed."

Editorial comment on the current welded ship controversy will be found where in this issue.

6 CONCRETE BARGE ERS CANCELLED

more self-propelled now available to handle strategic bauxite, bauxite, a contract for con-

Steel Steam Schooners of Pacific Coast (Summarized by Shipyards)

(Continued from Page 2)

she passed to the Coastal Steamship Company of Tacoma, who still owned her in 1940.

Lake Filbert, 2451 tons, represented an enlarged version of the preceding seven vessels, carrying 4050 tons deadweight, with registered dimensions 251 x 43.6 x 25.8 feet, and a triple expansion engine of 2500-hp. She was completed

for the Shipping Board in 1919, and was brought to the West Coast as the Nabesna by the Alaska Steamship Company of Seattle. In 1928 she was acquired by the McCormick Steamship Company, who sold her in April, 1940, to the French Line. Under French ownership she was renamed the Angouleme.

(Continued next week)

struction of 26 non-propelled concrete barges has been cut to 20, the U. S. Maritime Commission announced. The contract is held by Barrett & Hilp, South San Francisco, Calif. Allocation to the Army, Navy, and the West Coast grain trade, has taken care of the 20 already built or under construction. No use being found for the other six, their keels will not be laid.

MacLEAN PROMOTED BY THE U. S. BOARD

Allen D. MacLean, of Pittsburgh, Pa., has been appointed director of the Production Division of the U. S. Maritime Commission, succeeding Willard F. Rockwell, resigned, the commission announced last weekend. After serving 15 years as vice-president and chief engineer of the Pittsburgh Equitable Meter Company, Mr. MacLean became assistant director of production for

the commission, April 1, 1942. He was born in Plymouth, Mass., in 1897, and was graduated from Harvard University in 1918 with the degree of Bachelor of Science. He joined the Army Air Corps in the last war as a lieutenant and served one year. After the Armistice Mr. MacLean became affiliated with the Ashton Valve Company, Cambridge, Mass. From 1920 to 1927 he was associated with the New Departure Division of General Motors as assistant chief engineer, leaving to join the Pittsburgh Equitable Meter Company.

MENACE REMOVED

An unlighted log boom previously reported in the Strait of Juan de Fuca, in the vicinity of Heintz Bank, is no longer in that area, according to information received by the Coast Guard headquarters, and hence is not now a menace to navigation.

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American Yard, Ohio

At Lorain, Ohio, is a shipyard which was originally established by the Cleveland Shipbuilding Company and was later taken over by the American Shipbuilding Company. Two products of this yard eventually found their way to the West Coast.

Eureka, 2122 tons, carrying 3550 tons deadweight, was built at Lorain by the Cleveland Shipbuilding Company in 1899 for the Eureka Transit Company of Cleveland. She had a 900-hp triple expansion engine, supplied by the builders. In 1902 she was brought out to the Pacific by the Globe Navigation Company of Seattle, and in 1908 was taken over by the Pacific Coast Company. In 1916 she was bought by the Alaska Steamship Company, who renamed her the Ketchikan and some 10 years later changed her name again to the Nizina. She was sold to the Japanese for scrap in 1937.

Indiana Harbor, 2612 tons, carrying 4050 tons deadweight, was built in 1920 by the American Shipbuilding Company at Lorain for the U. S. Shipping Board. In 1926 she was bought by Pillsbury & Curtis of San Francisco, and on May 18, 1927, was wrecked without loss of life on Point Gorda. She had a triple expansion engine of 1500-hp, also built by the American Shipbuilding Company.

Great Lakes Engineering

At Astabula, Ohio, the Great Lakes Engineering Works built a number of ocean-going freighters of 4200 tons deadweight, during and after World War I, for the Shipping Board. On registered dimensions of 253.4x43.6x25.1 feet, they were powered with triple expansion engines of 1350 to 1500-hp, manufactured by the builders. At least five of these later came to the West Coast steam schooner fleet, including the following, all completed in 1919.

Cowanhamock, 2428 tons, was sold by the Shipping Board in 1923 to the Horace X Baxter Steamship Company of San Francisco, who renamed her first the H. W. Baxter and later the A. M. Baxter. She was under the same ownership in 1940.

Cowboy, 2729 tons, was sold by the Shipping Board in the early

1920's to the Matson Navigation Company, who renamed her the Makena. She was laid up at Antioch from January, 1927, to April, 1940, when the Matson Line sold her to the French Line. She had got to New York by July, 1940; after the Vichy Government took over in France the Maritime Commission ordered the sale cancelled; and in December, 1940, Matson sold her again to a Greek owner, who put her under Panamanian registry.

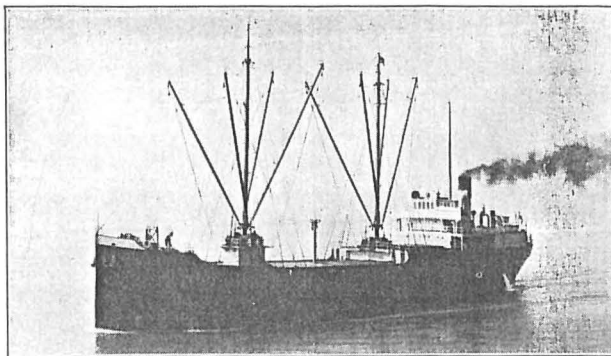
Cowee, 2552 tons, was also sold to the Matson Line, who renamed her the Makaweli. She was still trading under Matson ownership in 1940.

Cowiche, 2327 tons, was sold by the Shipping Board in 1922 to the California & Oregon Lumber Company of Portland, who renamed her the Brookings. In 1927 she was sold to A. F. Mahoney of San Francisco, who resold her in 1935 to H. L. Landis of the same port. In 1936 she was acquired by the McCormick Steamship Company, who resold her in May, 1940, to the French Line. Renamed the Alencon, she lay in San Francisco for months after the fall of France, and was eventually taken over by the Maritime Commission along with other French ships in United States ports.

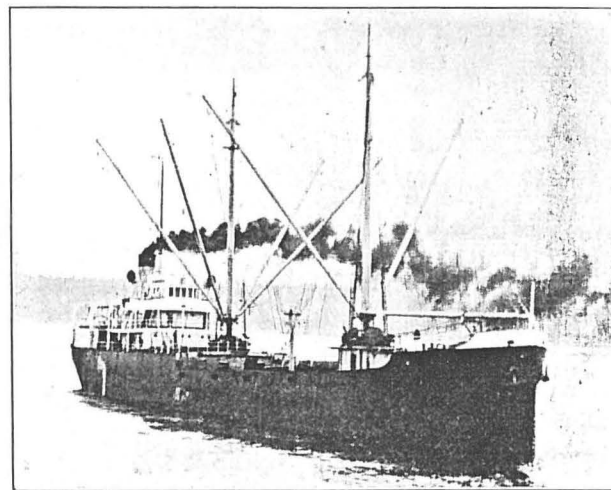
Lake Singara, 2740 tons, was bought in 1928 from the Shipping Board by the International Packing Company of Seattle, who renamed her the International. In December, 1940, they sold her to A. W. Wittig, Seattle; and she was later resold to East Coast owners.

One of the chief yards of the Great Lakes Engineering Works is located at Ecorse, Michigan. Here the following vessels that later came to the West Coast were built:

Bennington, 2382 tons, was built at Ecorse by the Great Lakes Engineering Works in 1908 for the Rutland Transit Company of Detroit. She was a typical Lake bulk-cargo design with engine aft, carrying 3682 tons deadweight or 1750-M feet of lumber. She was powered by her builders with a 1350-hp quadruple-expansion engine. The Bennington was brought to the West Coast during World War I by the Alaska Steamship Company of Seattle, which renamed her the Valdez. In 1923 she



THE MAKENA, EX-COWBOY



THE MAHUKONA, EX-COVERUN

was bought back by the Rutland Transit Company, who renamed her the Brockton. She was owned in 1940 by a Wilmington, Delaware, corporation, the Gartland Steamship Company.

Fagerfjord, 2477 tons, was completed in 1917 by the Great Lakes Engineering Works at Ecorse for Nilson & Nyquist of Norway. Her 1400-hp triple expansion engine was built in her builders' shop at Detroit. The Fagerfjord was requisitioned from her Norwegian owners by the Shipping Board, who renamed her the Lake Dunmore and sold her in 1923 to the Los Angeles Lumber Products Company. Renamed the El Cicuto under the new ownership, the vessel was resold in 1928 to the Kingsley Company, San Francisco, and renamed the Texada. She was under the same ownership in 1941.

Cottonplant, 2333 tons, was built by the Great Lakes Engineering Works at Ecorse in 1918 for the Shipping Board, and was a duplicate of the Fagerfjord, carrying 4125 tons deadweight on registered dimensions 253x43.7x24.5 feet. In 1922 she was bought by the Pacific States Lumber Company of San Francisco, who renamed her the

F. A. Warner. In 1929 she was taken over by the Coos Bay Lumber Company, who changed her name to Lumberman. In 1940 she became the Lumberlady of the Owen Parks Lumber Company, Los Angeles.

Couparle, 2512 tons, was a duplicate of the two preceding, completed by the Great Lake Engineering Works in 1919 for the Shipping Board, who sold her in 1923 to the Los Angeles Lumber Products Company. Renamed El Cedro, she was resold in 1928 to James Griffiths & Sons, Seattle, who still owned her in 1941.

Covena, 2372 tons, was also completed at Ecorse in 1919 for the Shipping Board, a sister to the preceding. In 1922 she was bought by the Hammond Lumber Company, San Francisco. In 1937 the Hammond Company sold her to the Lawrence Philips Steamship Company, Los Angeles, who renamed her the Josephine Lawrence. In April, 1941, they resold her to the Waterman Steamship Agency of New York, who renamed her the Lawrence.

Coverun, 2512 tons, was also built in 1919. The Shipping Board (Continued on Page 7)

Steel Steam Schooners of Pacific Coast (Summarized by Shipyards)

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sold her in 1922 to the Matson Navigation Company, San Francisco, who renamed her the Mahukona. In September, 1929, she was laid up at Antioch, and in April, 1940, was sold by Matson to the French Line and reconditioned for sea. She arrived at New York late in June, 1940; in September the Maritime Commission cancelled the sale; and in December, 1940, the Matson Line resold her to Brazilian owners, who proposed to rename her the Santa Clara. She left New York for Rio in March, 1941, and on the 16th reported herself in distress 600 miles off Jacksonville, Florida. The next day she foundered, and all that the Coast Guard cutter Bibb could find was some floating wreckage.

Cowan, 2512 tons, was a sister to the preceding five, completed in 1919. In 1923 she was bought from the Shipping Board by the Los Angeles Lumber Products Company, who renamed her the El Abeto. In 1928 she was sold to the Coastwise Steamship & Barge Company of Victoria, B.C., who renamed her the Griffco and still owned her in 1940.

Three other Michigan-built Lakers joined the West Coast lumber fleet:

Simon J. Murphy, 1380 tons, with 1200-M feet lumber capacity, was built at West Bay City, Michi-

gan, in 1895 by F. W. Wheeler & Company. In 1901 she was brought to salt water under the ownership of the M. S. Dollar Company, San Francisco, who renamed her the Melville Dollar. In 1907 she was sold to the Tallac Company, San Francisco, and renamed the Tallac; while in 1916 she was resold to East Coast owners. The Tallac is out of registry in 1920. She had a 650-hp triple-expansion engine, constructed by the Wheeler Company.

Winnabago, 1091 tons, was built at St. Clair, Michigan by the Columbia Iron Works in 1903. The same builders supplied her triple-expansion engine. In 1907 she was brought to San Francisco by the Coast Shipping Company. She was wrecked without loss of life on Point Arena, July 31, 1909, bound from Everett, Washington, to San Diego via San Francisco.

John C. Howard, 1244 tons, with 1100-M feet lumber capacity, was also built in 1903 by the Columbia Iron Works at St. Clair, Michigan. She was powered by her builders with a triple expansion engine of 1000-hp. In 1907 she was bought by the M. S. Dollar Company of San Francisco, and was renamed the Melville Dollar, replacing the old steamer of the same name. The Dollar Line sold her in 1916 to Japanese owners who renamed her the Jingo Maru, while in 1925 she was the Shin Ping of Shanghai.

EDITORIAL COMMENT

(Continued from Page 3)

ized world to shudder. The torturing and massacre of those prisoners of war is one of those things that prove the Jap is not yet human, but is a strange species of sub-human being. Their helpless victims will be avenged to the utmost degree. Japan must be wiped out as a nation and her warlords and rulers punished. There is only one other comment to be made in this editorial: This war is not a private war of Secretary Stimson, nor is it a private war of Secretary Knox. It is a war of the American people and why the news of Japan's wholesale torturing and murdering of the brave defenders of Corregidor was withheld from the people is something to be yet explained. No military information of value to the enemy would have been revealed by the publication of the news two years ago; the enemy knew all about it.

No official reason has yet been given for the suppression of news of the ghastly atrocity. One columnist says the news was withheld from the American people in the hope of obtaining better treatment of war prisoners by Japan. That is fantastic, anile and caduque. Officialdom at Washington, D. C., knew all about the torturing and murder of prisoners in China long before Hirohito declared war on the United States. Officialdom knew of what happened to our Army nurses and physicians in Batavia. There was no basis for any hope that the Japs could be appeased. We smile at the crudities and mental processes of primitive man, but at least he had sense enough to know that he could not "appease" a sabre-toothed tiger, nor do the Eskimos of today ever try to "appease" a polar bear. The truth is that the Jap is a wild beast in human disguise and you can't "appease" him.

INTERIOR SECRETARY HARRY OLD ICKES in an address this week to leaders in the country's fisheries industry at the national capital, sneered at war profits. He gave the address in his capacity as coordinator of fisheries. Our fisheries industry is not financed by the Federal government; it is strictly a private enterprise, with millions of private money tied up in it. Does Mr. Ickes believe that the owners are not entitled to a legitimate return on their money even in war time? Is he opposed to their accumulating enough re-

serves to finance their rehabilitation on the return of peace? His remarks reflect the philosophy of a lot of the extreme New Dealer whose sole aim seems to be the maneuvering of private enterprise into such a helpless condition that it will become a pawn of politics at the end of the war, with government ownership as the goal. Mr. Ickes owns a large and valuable farm. Is he running it for the duration on a basis that will leave it badly in the hole when peace returns? The fisheries industry faces a dangerous problem. The government has requisitioned the bulk of canned salmon, for instance, for the use of the armed services. This is right and proper. But when the war ends will the government keep all its surplus stocks, or will it again dump the whole mass back into the lap of the packers?

THE Office of Price Administration in Seattle has clamped down on six firms which specialize in uniforms for the men in our armed forces. These firms, it is charged, have been shoving up prices on enlisted men who are getting \$50 a month, charging the unreasonable amounts. This if true as charged by the O.P.A., is about the most contemptible thing that has yet occurred in our war effort.

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Steel Steam Schooners of Pacific Coast

(Summarized by Shipyards)

By JOHN LYMAN

Maritime Research Society of San Diego

Duluth Company Yard

The McDougall-Duluth Company of Duluth, Minnesota, built a long series of seagoing freighters for the Shipping Board, and two of these came to the Pacific:

Lake Pepin, 1997 tons, with 3000 ton deadweight capacity, was built at Duluth in 1918. She had a triple expansion engine of 1250-hp, supplied by the builders. In 1923 she was bought by the Hammond Lumber Company, San Francisco, and renamed the Samoa. They sold her in 1936 to the Wheeler Logging Company, Portland, Oregon, who resold her in February, 1941, to W. A. Schaefer of that port.

Lake Flatonia, 2609 tons, carrying 4145 tons deadweight, was built at Duluth in 1919 by the McDougall-Duluth Shipbuilding Company, who also constructed her 1425-hp triple expansion engine. The Shipping Board sold her to the Baltimore & Tampa Steamship Company of Baltimore, who sold her in 1927 to the New England, New York & Texas Steamship Company, New York. This company shortened its name to the Newtex Steamship Corporation, and renamed the Lake Flatonia the Texas Planter. In 1934 she was bought by the McCormick interests of San Francisco and renamed the West Planter. She was sold to the French Line in April, 1940.

Manitowoc Yard

At Manitowoc, Wisconsin, the Manitowoc Shipbuilding Company commenced early in the World War I period to build ocean-going freighters for various foreign owners.

Ada, 2063 tons, was built in 1917 for foreign owners, but was requisitioned by the Shipping Board and renamed Lake Oneida. She had a deadweight capacity of 3,400 tons, and a triple expansion engine of 1250-hp, supplied by the builders. In 1921 she was re-engined with two 640-hp McIntosh & Seymour diesels, with twin screws, her deadweight capacity thereby being increased 100 tons. She was next renamed the Astmahco IV, and in 1925 was the Glendaruel of the Mallory Line, New York. In 1927 she was bought by the Crosby Marine Corporation, Seattle, and renamed the Willa Crosby; while a year later she became the Admiral Moser of the Pacific Steamship Company. She was sold to Mexican owners in 1934.

Corrales, 2146 tons, was built at Manitowoc in 1918 for the Shipping Board, and was a sister to the preceding. In 1926 she was bought

by Pillsbury & Curtis of San Francisco, and in 1932 by the Los Angeles Steamship Company. In 1934 she passed to the California Steamship Company, and two years later was taken over by the Matson Line. In April, 1940, she was sold for \$150,000 to the Oliver J. Olson Company, San Francisco, and renamed the Barbara Olson.

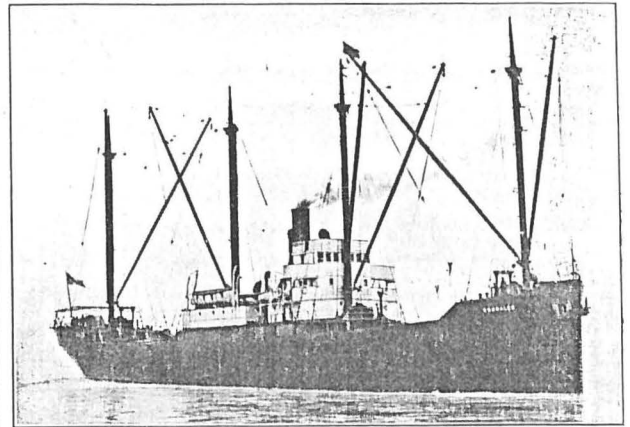
Corsicana, 2059 tons, was also completed in 1918, a sister to the preceding. In 1926 she was bought by Pillsbury & Curtis, San Francisco, from the Shipping Board; and was renamed the Timberman. In 1932 she passed to the Los Angeles Steamship Company; in 1934 to the California Steamship Company, and in 1936 to the Matson Navigation Company. In 1937 she was bought by the Schafer Brothers Steamship Line, who still owned her in 1941 as the Margaret Schafer.

Coquina, 2140 tons, was completed at Manitowoc in 1919, another sister to the above. The Shipping Board sold her in 1926 to Pillsbury & Curtis; who laid her up at San Francisco in April, 1930. While still laid up she became one of the assets of the Los Angeles Steamship Company, and passed through the California Steamship Company to the Matson Line, during successive reorganizations. Matson sold her in April, 1940, to the Oliver J. Olson Company, San Francisco, who renamed her the Cynthia Olson. The Cynthia Olson earned the first gold star in the West Coast lumber fleet; while under charter to the War Department with a cargo of supplies, she reported herself as being attacked by a submarine on December 7, 1941, 1200 miles west of Seattle. Nothing has been heard from ship or crew of 35 since.

Lake Galewood, 2689 tons gross register, carrying 4050 tons deadweight, was built in 1919, at Manitowoc for the Shipping Board. She had a triple-expansion engine of 1450-hp, built by the Nordberg Manufacturing Company of Milwaukee. In 1930 she was bought from the Peninsula State Steamship Corporation of New York by Robert C. Sudden of San Francisco. In 1935 she was acquired by the Pacific Lumber Company, also of San Francisco, who renamed her the Scotia. She was owned in 1940 by the Pacific Lumber Transportation Company.

Globe Yard, Superior

Another Wisconsin shipyard that built seagoing freighters for the Shipping Board during World War



STEAMSHIP CORRALES

I was the Globe Shipbuilding Company of Superior.

Lake Medford, 2084 tons, was built at Superior, in 1918 by the Globe Yard, and was the 103rd vessel that had been turned out by the yard. She carried 3390 tons deadweight, and was fitted by the Nordberg Manufacturing Company of Milwaukee with a triple expansion engine of 1200-hp. The Lake Medford was sold by the Shipping Board to the Lawrence Steamship Company of New York, who renamed her the H. J. Lawrence, and in 1929 resold her to the Alaska Salmon Company of San Francisco. She was employed in the cannery trade under the name Elwyn C. Hale until April, 1940, when she was bought by the Aluminum Company of America's Ocean Dominion Steamship Corporation of New York and renamed the Alcoa Transport.

Buffalo Yard

A Lake Erie yard active during the same period was the Buffalo Drydock Company of Buffalo, and one of its products came to the West Coast lumber trade:

Lake Fernando, 2594 tons, was completed for the Shipping Board at Buffalo in 1919 by the Buffalo Drydock Company. She had a triple expansion engine of 1500-hp, built by the Detroit Shipbuilding Company, and carried 4155 tons deadweight. The Lake Fernando was sold in 1926 to the Munson Line of New York, who renamed her the Munami. Four years later she was brought to the Pacific Coast without change of name by the C. R. McCormick Lumber Company. In April, 1940, they resold her to the French Line, who renamed her the Liseux. In August, 1940, the Liseux was requisitioned by the Canadian Government.

Chicago Yard

My list of Lakers comes to its close with the Chicago-built West Shipper.

Lake Giddings, to use her original name, was built at Chicago in 1920 by the Chicago Shipbuilding

Company for the Shipping Board. She had a deadweight capacity rated at 4050 tons, and was fitted with a triple-expansion engine of 1425-hp, made in the American Shipbuilding Company shop at Lorain, Ohio. The Shipping Board sold her to the Baltimore & Tampa Steamship Company of Baltimore. In 1928 she was acquired by the New England, New York & Texas Steamship Company, who later shortened their name to the Newtex Steamship Corporation, and renamed the steamer the Texas Shipper. In 1935 she was bought by the McCormick Steamship Company of San Francisco, and rechristened the West Shipper. They sold her in January, 1941, to the Stockard Steamship Corporation, New York, who renamed her the Caribbean.

(Continued next week)

DELANTY PROVIDES

ADDITIONAL DATA

Responding to Mr. Lyman's request for further particulars and corrections in connection with his compilations of the Coast's steam schooners, Hugh M. Delanty, head of the Grays Harbor Stevedore Company, Aberdeen, and a recognized writer on maritime affairs, has sent the following note to The Marine Digest:

"A slight error seems to have crept into the listing in your January 1st issue, and while it may seem like small potatoes to offer a correction, I think that a compilation as complete as this should go into the record just as correct as possible. Mr. Lyman mentions that the steam schooner Paraiso, built in 1912 by Craig, was eventually renamed Susan Olson. According to what records we have on hand here, she is actually the Florence Olson; and the present Susan Olson was originally the wooden steam schooner Willamette, originally operated by McCormick."

Mr. Delanty's information is precisely what Mr. Lyman wants in the effort to keep the record

Steel Steam Schooners of Pacific Coast (Summarized by Shipyards)

By JOHN LYMAN

Maritime Research Society of San Diego

(EDITOR'S NOTE: Mr. Lyman would be happy to hear from any old-timers remembering these vessels or having further particulars of them; or to answer questions concerning them or other vessels. His address for the duration is Box 227, Dahlgren, Virginia.)

Bethlehem Yards

The various East Coast shipyards that were amalgamated under one ownership as the Bethlehem Shipbuilding Corporation included the Maryland Steel Company of Sparrows Point and Harlan & Hollingsworth of Wilmington, Delaware. Here the following vessels of the West Coast steam schooner fleet were built:

Vulcan, 5149 tons, was built at Sparrows Point in 1909 by the Maryland Steel Company for the United States Navy. Originally designed as a collier, she displaced 11,230 tons, which corresponds to a deadweight capacity of around 8,000 tons. She had twin screws, with two triple expansion engines of 1900-hp each. When the Navy switched over to oil burning after World War I, the Vulcan was sold to the Pacific States Lumber Company of San Francisco, who renamed her the Coos Bay and fitted her as a lumber carrier, and she was the largest and most powerful vessel of the steam schooner fleet. The Coos Bay was wrecked entering San Francisco Bay on the night of October 22, 1927. She ran on the beach near the Palace of the Legion of Honor and became a total loss. In trying to put a line ashore, she fired a Lyle gun projectile that carried away from the rope and traveled a mile or so into a householder's flower garden, causing some consternation in the immediate neighborhood, whose residents hastily concluded that the Japs were attempting an early invasion.

Olson & Mahony, 1,497 tons, was built at Wilmington in 1907 by Harlan & Hollingsworth for Olson & Mahony of San Francisco. She carried 1600-M feet of lumber and was powered by her builders with a 1200-hp triple expansion engine. In 1915 she was sold to the owners of the Boleo copper mine of Santa Rosalia, Mexico, who renamed her the Providencia. She traded for many years between the mine and San Francisco, going under French registry in 1920 and still being afloat in 1925.

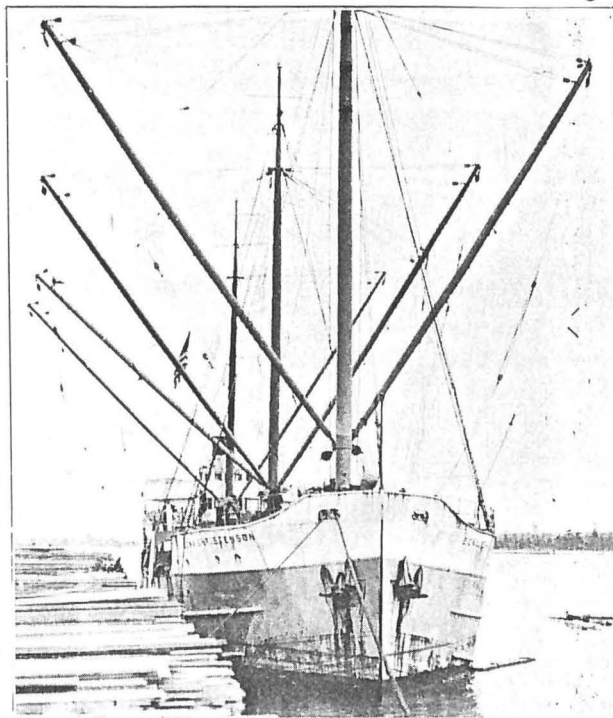
St. Helens, 1497 tons, was a sister to the Olson & Mahony, both having registered dimensions of 224.3x41.2x20.6 feet. She was completed at Wilmington, Delaware, in 1907 by Harlan & Hollingsworth for the E. J. Dodge Company of San Fran-

cisco. In 1916 she was sold to Tiltro, Limited, of New York, who put her in the transatlantic trade. She was torpedoed by a German submarine and lost with 24 of her crew in 45°57'N, 11°19'W, October 15, 1917.

Columbia, 1,923 tons, with 1600-M feet lumber capacity, was built by Harlan & Hollingsworth at Wilmington, Delaware, in 1912 for Wilson Brothers & Company of San Francisco. She was about 15 feet longer than the preceding pair, and had passenger accommodations; her engines were identical with the other two. In 1917 she was requisitioned by the Shipping Board, who sold her in 1920 to the New Orleans & South American Steamship Company. In 1923 she was owned by Thomas Crowley of San Francisco and a year later dropped from registry.

John A. Hooper, 2244 tons, was built by Harlan & Hollingsworth in 1912. She measured 283.3x44x22½ feet, and had a triple expansion engine of 1700-hp. She was first owned by Sudden & Christenson, San Francisco, while in 1917 she became the Santa Alicia of the Grace Line. In 1922 she was bought back by Sudden & Christenson, who renamed her the Edna Christenson. In 1937 they sold her to Chinese owners who renamed her the Kwang Yuan; but they turned out to be the wrong kind of Chinese. They loaded her at San Francisco with a cargo of scrap iron for Japan; hearing this, her crew, who were the right kind of Chinese, rioted; and the vessel remained tied up at San Francisco until 1940. In December, 1940, she was bought by Sir Walter Carpenter of Sydney, Australia, who put her under Panamanian registry as the Edna.

Oliver J. Olson, 1881 tons, was a duplicate of the Columbia, completed in 1913 by Harlan & Hollingsworth for Olson & Mahony, San Francisco. They had originally intended to name her the California, and she was owned until 1915 by the California Company, who sold her to the Standard Oil Company of New Jersey. She was renamed the El Capitan under the Standard Oil ownership. In 1924 she was bought by J. M. Botts of New York and two years later became the Lakina of the Alaska



EDNA CHRISTENSON, EX-JOHN A. HOOPER

Steamship Company, Seattle, who still owned her in 1940.

Francis Hanify, 2588 tons, was built by Harlan & Hollingsworth in 1914 for the J. R. Hanify Company of San Francisco. She was some 10 feet longer than the John A. Hooper, but otherwise very similar in hull and engines. She had oil-tight bulkheads, to carry either lumber or bulk oil, and in 1917 was bought by the Freeport Sulphur Transportation Company of New York, renamed the Freeport Sulphur No. 1, and was operated by them as a tanker until sold to Italian owners in 1928.

Tipton, 3049 tons, was built in 1918 in the Wilmington yard of the Bethlehem Shipbuilding Corporation, formerly Harlan & Hollingsworth plant. She carried 4300 tons deadweight, measured 300x45x23 feet, and had a triple-expansion engine of 1700-hp. She had been ordered by the United Fruit Company; but was requisitioned by the Shipping Board and later sold to the Baltimore & Carolina Steamship Company of Baltimore, who renamed her the Esther Weems. In 1927 she became the Admiral Benson of the Portland-California Steamship Company. She was wrecked on the North Jetty of the Columbia River, February 15, 1930.

Plainfield, 3133 tons, was built in 1918 in the Elizabethport, N. J., yard of the Bethlehem Shipbuilding Corporation, and was a sister to the Tipton. She later was the Mary Weems of the Baltimore & Califor-

nia Steamship Company and still later the Admiral Peoples of the Portland-California Steamship Company. In 1935 she became the North Sea of the Northland Transportation Company, Seattle, who still owned her in 1940.

Newport News Yard

The Newport News Shipbuilding & Drydock Company of Virginia built a few steel steam schooners for West Coast owners during the period 1903-1912. During World War I their efforts were chiefly directed toward warship building, so that they were not responsible for any of the later steel lumber fleet.

Francis H. Leggett, 1606 tons, carrying 1500-M feet of lumber, was built at Newport News in 1907 for the Hammond Lumber Company of San Francisco. She had a triple-expansion engine of 1000-hp, and was fitted with extensive passenger accommodations. In 1912 she was acquired by the Hicks-Hauptman Transportation Company. She foundered off the Oregon Coast September 18, 1914, with loss of 65 of the 67 souls on board.

George W. Fenwick, 2009 tons, was built at Newport News in 1907 for the Hammond Lumber Company. On dimensions of 277x43x17.3 feet, she carried 2250-M feet of lumber or 3500 tons deadweight, and had a triple-expansion engine of 1350-hp, made by the builders. In November, 1916, she was sold for \$550,000 to Norwegian owners, who renamed her the Thorbjorg.

(Continued on Page 7)

Propellers To Hear Of Yards

Sponsored by the executive committee of the Associated Shipbuilders, Inc., the February dinner meeting next Wednesday evening of the Propeller Club of the United States, Port of Seattle, will be devoted entirely to a discussion of "Seattle Shipbuilding, Past and Present." The executive committee of the shipbuilding corporation is composed of H. W. McCurdy, Puget Sound pioneer and industrial leader; R. J. Huff, Harry B. Jones, E. L. Skeel and John Meals. Mr. McCurdy is also president of the Puget Sound Bridge & Dredging Company which joined with the Lake Union Drydock & Machine Works in founding the Associated Shipbuilders. General manager of the latter corporation is G. H. Stebbins. All these men plan to attend the Propeller dinner which will be held at the Arctic Club, with President Philip M. Crawford in the chair. Reservations must be received not later than Monday morning and guests of members must be limited to visitors from out of town, it is announced by Alex D. Stewart, secretary-treasurer of the club.

ROCK BEACON IN SUMNER STRAIT

Establishment of a rock beacon in Sumner Strait, Alaska, was announced this week by Capt. W. H. Munter, District Coast Guard Officer, 13th Naval District, Seattle, in

Notice to Mariners as follows: "Foremost Rock Beacon, a white slatted square daymark on pipe spindle, 22 feet above high water was established one and nine-tenths miles 257° from Point Alexander (L.L. No. 1618)" U. S. Coast and Geodetic Survey Chart Nos. 8160 and 8170.

A. L. McNEALY, JR., JOINS THE NAVY

Arthur L. McNealy, Jr., for the last five years connected with the headquarters staff of the Puget Sound Tug & Barge Company, Pier 3, Seattle, is now in the Navy, undergoing training at Camp Farragut, Idaho. He is the son of Arthur L. McNealy, manager of the Northwest Towboat Owners Association and former head of the old Pacific Towboat Company of this port. The Puget Sound Tug & Barge Company is well represented in the Navy, the list including Harrison J. Hart, Jr., son of the company's president and general manager.

LOCAL TUG REBUILT

After a complete reconstruction job and installation of a new 165-horsepower Gray diesel engine at the plant of her owner, the Fremont Boat Company, the tug C. B. Smith is back in operation as a unit in the fleet of the Puget Sound Tug & Barge Company. To all intents and purposes she returned to commission as a new towboat. The Fremont Boat Company is headed by O. H. Freeman.

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Steel Steam Schooners of Pacific Coast (Summarized by Shipyards)

(Continued from Page 2)

but in a few years she was back on the West Coast as the Catherine G. Sudden, of Sudden & Christenson, San Francisco. In February, 1939, she was sold to a Greek owner of Shanghai, who put her under Panamanian registry as the Hellenic Trader.

Nann Smith, 2009 tons, was also built at Newport News in 1907, and was a sister to the George W. Fenwick. She was owned until 1916 by the C. A. Smith Lumber Company, dropping from registry in 1917.

Adeline Smith, 2264 tons, was an enlarged version of the preceding, completed at Newport News in 1912, measuring 288.8x44.9x19 feet and carrying 4060 tons of deadweight. She had a triple expansion engine of 1800-hp. She was owned until 1917 by the C. A. Smith Lumber Company and its subsidiary, the Inter-Ocean Transportation

Company. In 1918 she was acquired by the Dollar Steamship Lines who renamed her the Stanley Dollar, while a few years later she was resold to W. R. Chamberlin of San Francisco and renamed the W. R. Chamberlin, Jr. In 1943 she was refitted by the U. S. Navy as a repair ship, under the name U.S.S. Tackle.

One other steam schooner of this early period was built at Philadelphia. Her history is somewhat of a mystery, including even the name of her builders.

General Hubbard, 412 tons, was built at Philadelphia in 1907 for the Hammond Lumber Company, San Francisco, although registered in New York. She measured 130x27 1/2 x 16 feet, and was out of registry in 1911. The General Hubbard had a sister ship called the Gwallia, a New England collier.

(Continued next week)

SWEDISH SHIPPING DOWN 12 PER CENT

On January 1, 1944, the Swedish merchant marine consisted of 2,089 vessels, totaling 1,420,000 gross tons, according to figures published by the Royal Board of Trade. Compared with the beginning of 1943 the number of vessels was unchanged, while the tonnage showed an increase of 26,800 tons. In 1942 the merchant fleet suffered a net loss of 83,000 gross tons. Since the beginning of the war there has been a net decrease of 163 vessels totaling 192,000 gross tons, which represents 12 per cent of the pre-war tonnage. The total war losses amount to 226 vessels of 570,800 gross tons. During the past year 28 vessels, aggregating 74,200 tons, were sunk by mines, torpedoes, etc., whereas 16 ships, totaling 13,300 gross tons, were lost under circumstances not connected with the war.

In the beginning of December, 1943, Swedish shipyards had orders on hand for 360,000 gross tons from Swedish owners. Six months earlier the total stock of orders at Swedish shipyards was said to represent about 650,000 gross tons, of which 390,000 tons were ordered by Swedish owners. According to Goteborgs Handels- och Sjöfartstidning a number of minor Swedish shipyards are negotiating for the construction of 45 modern fish-

ing boats, to be delivered to Iceland immediately after the war. The order would represent roughly 9,000,000 kronor (about \$2,250,000).

JAMES SWAN DEAD

James Swan, principal marine engineer for the United States Coast Guard, died Wednesday evening in Washington, D.C., from a heart attack. Mr. Swan was recognized internationally as a technical expert of the first calibre and for years had been prominent in associations of naval architects and engineers, including the British Royal Institute of Naval Architects. He was born in Boston.

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Steel Steam Schooners of Pacific Coast

(Summarized by Shipyards)

By JOHN LYMAN

Maritime Research Society of San Diego

(EDITOR'S NOTE: Mr. Lyman would be happy to hear from any old-timers remembering these vessels or having further particulars of them; or to answer questions concerning them or other vessels. His address for the duration is Box 227, Dahlgren, Virginia.)

N. Y. Yard, Camden, N. J.

The New York Shipbuilding Company was established at Camden, N.J. in 1901. Their first construction contract was with the Dollar interests of San Francisco for a steam schooner of 2520 tons, dimensions 292.2x40.2x23.5 feet, with a triple expansion engine of 1300-hp. Before completion the hull, which was to have been named the M. S. Dollar, was sold to the J. M. Guffey Petroleum Company of Galveston, Texas, who had it completed as the tanker J. M. Guffey. In 1911 she was taken over by the Gulf Refining Company, who sold her in 1927 to Italian owners. Later the New York Shipbuilding Company built the following vessels:

M. J. Scanlon, 4554 tons, was completed at Camden in 1918 by the New York Shipbuilding Company for the Shipping Board, who had requisitioned her while on the ways. She had been ordered by the Carpenter-O'Brien Company, an East Coast concern, and was designed as a lumber carrier of 8600 tons deadweight. With dimensions of 362.3x51.2x32.2 feet, and a triple expansion engine of 2200-hp, placed aft like a tanker's, she was probably the largest vessel ever designed to carry lumber in this country. She was owned by the Shipping Board until 1924, when she was brought to the West Coast by the Hammond Lumber Company of San Francisco. As the largest steam schooner of her time, she was operated by Hammond until 1935, when she went back to the East Coast as the Malamton of the Mallory Line, who still owned her in 1939.

Mincola, 2448 tons, carrying 3950 tons deadweight, was built in 1918 at Camden, N.J., by the New York Shipbuilding Company for the Atlantic Transport Company, from whom she was requisitioned by the Shipping Board. She measured 300x40x23 feet and had a triple expansion engine of 1450-hp, made by her builders. After a few years under the ownership of the Grace Line of New York, she was sold in 1927 to the New Orleans & South American Steamship Company, who later renamed her the Nosa Duke. In 1932 she became the North Wind of the Northland Transportation Company, Seattle,

who still owned her in 1940.

Pusey & Jones

Two of the freighters built by Pusey & Jones at their Gloucester City, New Jersey yard in 1919 for the Shipping Board, later became part of the West Coast lumber fleet. Carrying 5150 tons of deadweight on registered dimensions of 322x50x21.6 feet, they were powered with triple expansion engines of 1650-hp., built in the Pusey & Jones shop at Wilmington, Delaware.

Castle Town, 3321 tons, was bought from the Shipping Board in 1924 by the Charles Nelson Company of San Francisco. In 1936 she was bought by John Rosenfeld's Sons of San Francisco, who resold her to the Coos Bay Lumber Company. Under this ownership she was renamed first the Lumbertown and in 1940 her name was again changed to Coos Bay.

Castle Point, 3317 tons, was bought from the Shipping Board by the C. R. McCormick Lumber Company of San Francisco, about 1924. She was renamed the Hamlin F. McCormick by the McCormick interests, who still owned her in 1940.

Downey Corporation

The Downey Shipbuilding Company was established at Arlington, New York, in 1918, and built a group of small freighters for the Shipping Board, six of which later came out to the West Coast. With registered dimensions of 386.8x52.2x27.4 feet, they carried 7815 tons deadweight, and were fitted with triple expansion steam engines of 3000-hp, made by their builders.

Abron, 4905 tons, was built in 1918. Around 1930 she was bought by Swayne & Hoyt of San Francisco and renamed the Point Chico. In December, 1939, Swayne & Hoyt sold her to the Ocean Dominion Steamship Corporation, a subsidiary of the Aluminum Company of America, to carry bauxite from Surinam to this country. A year later the line was rechristened the Alcoa Steamship Corporation, and the freighter was renamed the Alcoa Guard.

Osakis, 4834 tons, was built at Arlington, N.Y., in 1919 by the Downey Shipbuilding Corporation. In 1926 she was bought from the Shipping Board by the Finkbine-Guild Transportation Company of Wilmington, Delaware, by which

time she had been rechristened the Manhattan Island. In 1931 Swayne Hoyt bought her and renamed her the Point Brava. She was sold with four of her sisters to the Ocean Dominion Line late in 1939 and a year or so was renamed the Alcoa Guide. In November, 1940, she got ashore in the St. Lawrence some 80 miles east of Quebec and her bottom plates were badly damaged; but she was back in service in a few months.

Dio, 4823 tons, was also completed in 1919, and had a history parallel to that of her four sisters. Under the Swayne & Hoyt ownership she was the Point Caleta; while the Alcoa Line renamed her the Alcoa Cadet.

Sabotawan, 4869 tons, was built in 1919. She was owned in turn by the Finkbine-Guild Transportation Company, by Swayne & Hoyt as the Point Palmas, and by the Alcoa Steamship Company as the Alcoa Pilot.

Dochet, 4886 tons, was also completed in 1919. She was later the Swayne & Hoyt Point Salinas and the Alcoa Line Alcoa Scout.

Strathnaver, 4811 tons, was completed in 1919, but had a different history from the five preceding. She was sold by the Shipping Board to the American Star Line of New York, who renamed her the American Star, and in 1927 was acquired by the Charles Nelson Company of San Francisco. In 1936 she was bought by the Red Salmon Canning Company, who still owned her in 1940.

Standard Corporation

The first vessel contracted for by the Standard Shipbuilding Corporation of Shooter's Island, New York, on its establishment in 1916, was a 7300-ton deadweight freighter for Swedish interests:

Scandinavia, 4673 tons, was completed in 1917 for the Transatlantic Company of Gothenburg, Sweden, from whom she was requisitioned by the Shipping Board, who renamed her the Jupiter. She measured 377x52x26.8 feet, carried 7320 tons deadweight, and had a 2800-hp triple-expansion engine, constructed by her builders. Under the Shipping Board ownership she was later renamed Democracy, and in 1929 was bought by the Charles Nelson Company of San Francisco. In 1937 she became the Point Arena of Swayne & Hoyt, who sold her in January 1940 to Greek owners who shortened her name to Arena.

(Continued next week)

The Marine Digest is exclusively a maritime publication.



**Invasion Costs
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Editorial

WHILE the dramatic split between President Roosevelt and Senator Barkley of Kentucky over the executive's message vetoing the recently passed tax bill has dominated the first page headlines this week, the biggest and most important thing before the American people at the moment is Bernard Baruch's report on plans for the national economy after the war. Mr. Baruch is one of the foremost men of the last quarter of a century in this country. Woodrow Wilson, when President, leaned heavily on him. In fact, at the close of the first World War, it was Mr. Baruch who convinced Mr. Wilson that a clean sweep should be made of all the Federal regimentation and control of the war period without delay. Mr. Wilson took his advice in spite of the fact that some of our big industrial leaders wanted the change made very gradually. Mr. Baruch now steps to the front again with a report proving that American capitalism, with its free enterprise and free labor, is not a failure, and he recommends a return to our historic system without any delay after the war ends.

The full report made by Mr. Baruch and his associate, John Hancock, is not yet available, but a number of paragraphs have been made public and two of those paragraphs sum up the whole situation with finality, and they should be carefully studied by every voter. In them Mr. Baruch emphasizes that American capitalism in the present global war effort has outdistanced all the totalitarian and socialistic systems of the whole world. (As Joseph Stalin said: "Without American machinery, the Allies could not win the war.") Here is Mr. Baruch's findings in the paragraphs mentioned:

"There has been too much loopy parroting of the slogan that if individual enterprise fails to provide jobs for everyone it must be replaced by some one of the other systems that are around. The war has been a crucible for all of the economic systems of the world, for our own, for Communism, Fascism, Nazism—all the others. And the American system has outproduced the world.

"America's productive capacity can perform still another miracle in a fine and lasting peace. It will not do so if pressure groups are permitted to turn that productive capacity into a battleground for their own selfish interests or inflate themselves out of the world market.

REGARDING the split between Mr. Roosevelt and Senator Barkley, it is one of those developments that may help mould our (Continued on Page 7)

Steel Steam Schooners of Pacific Coast (Summarized by Shipyards)

By JOHN LYMAN

Maritime Research Society of San Diego

Continuing the list of the steel vessels built by the Submarine Boat Corporation at Newark, New Jersey, which was begun in last week's installment of this compilation:

Continental Bridge, 3283 tons, was bought about 1925 by Swayne & Hoyt, San Francisco, who renamed her the Point Fermin. In 1934 she was sold to the Record Steamship Company, New York, and renamed Florida. She is out of registry about 1936.

Federal Bridge, 3283 tons, was bought from the Shipping Board in 1926 by Swayne & Hoyt, and renamed Point Montara. In 1936 she was acquired by the Coastwise Line of Portland and renamed the Coast Merchant.

Marsodak, 3279 tons, was bought by the Charles Nelson Company in 1927 and 10 years later sold to East Coast owners, who renamed her the Balladier.

Tashmoo, 3283 tons, was bought from the Shipping Board in 1929 by the Charles Nelson Company, San Francisco. She was sold by a Federal Court in 1937 to Japanese scrappers, along with the Buffalo Bridge and Fort Armstrong.

Riverside Bridge, 3290 tons, came under Swayne & Hoyt ownership in 1927 as the Point Arena. In 1936 she became the Coast Farmer of the Coastwise Line, Portland, who still owned her in 1940.

Moravia Bridge, 3283 tons, was sold by the Shipping Board in 1925 or 1926 to the Matson Navigation Company of San Francisco, who renamed her the Mana. The Matson Line put her under Honduran registry during our neutrality period in 1940, without change of ownership.

Plow City, 3282 tons, was bought by the Charles Nelson Company in 1927. Ten years later she was resold to Wilmington, Delaware, owners, and in 1941 was bought by the Hedger Steamship Corporation of that port.

Suveid, 3545 tons, was bought by the Charles Nelson Company along with the Plow City, and was sold in 1937 and 1941 to the same owners as the Plow City.

1920

Holyoke Bridge, 3286 tons, was bought from the Shipping Board in 1926 by Swayne & Hoyt, San Francisco, who renamed her the Point Reyes. In 1936 she became the Coast Trader of the Coastwise Line of Portland.

Fort Armstrong, 3249 tons, was bought in 1926 by the Charles Nelson Company. After that company went into bankruptcy she was sold

in 1937 to be broken up in Japan, she and the Buffalo Bridge and Tashmoo, bringing \$130,000 for the three.

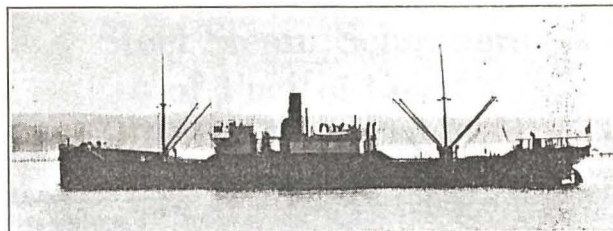
East Chicago, 3286 tons, became the Swayne & Hoyt Point Sur in 1926, and the Coastwise Line Coast Shipper 10 years later.

Pittsburgh Bridge, 3545 tons, was bought by the Matson Line in 1927 and renamed the Mala. About 10 years later her name was changed to the Mapele, and she was still owned by Matson in 1941.

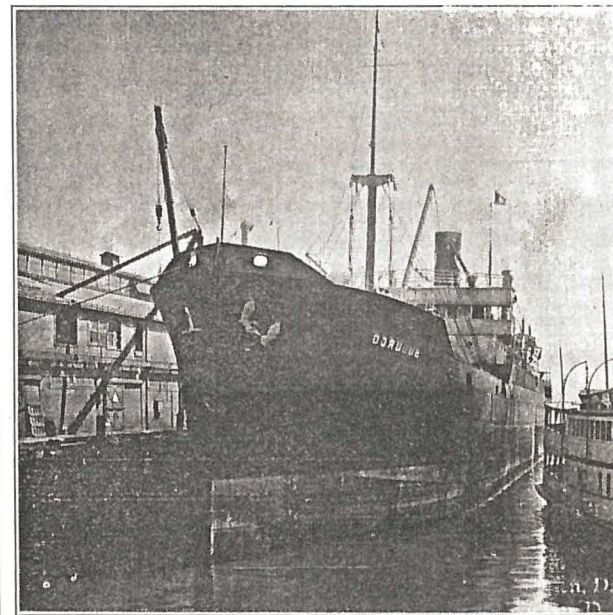
Neshobee, 3283 tons, was the 118th vessel built at Newark by the Submarine Boat Company for the Shipping Board. In 1927 she became the Point Gorda of Swayne & Hoyt, and 10 years later the Coast Miller of the Coastwise Line of Portland.

With the completion of the 118th hull, the Shipping Board ordered that the last 32 on the original contract be cancelled, although the materials had been completed and were in storage. To the Submarine Boat Company this looked like a golden opportunity. In connection with the submarine construction interests of the parent corporation, the Submarine Boat Company had various agents in foreign countries, and one of these came forward with a proposition from the Italian government to buy 18 vessels, with a probability of 10 more; while a shipyard in Palermo offered to buy the materials for the remaining 4, to be assembled in Sicily. The Submarine Boat Company, therefore, began negotiations with the Shipping Board, which ended with the Submarine Boat Company owning the Newark Shipyard and the 32 knocked-down hulls. By this time the fall in shipping prices had set in, and the Italian government dropped out of the picture. The Submarine Boat Company nevertheless went ahead and completed the 32, giving them the most atrocious names ever inflicted upon a group of American ships.

They were operated by the building corporation, first to Cuba, later to Europe, the Gulf and the West Coast. In 1925 the Submarine Boat Corporation and Electric Boat Company were separated, and in 1929 Submarine Boat went into receivership. The fleet was sold to the Dollar interests of San Francisco for \$400,000 for the 26 remaining vessels, which had cost in the neighborhood of \$25,000,000 to build. Some went into service in the Portland-California and Admiral Lines, while others were scrapped.



STEAMSHIP SUSERICO



STEAMSHIP SUDURCO

1920

Sucarseco, 3285 tons, was originally to have been named the Italia, but when the Italian government decided not to buy her, the name was changed to conform with the others of the Submarine Boat Company fleet. She was acquired about 1932 by the Portland-California Steamship Company and was scrapped in 1939.

Suboatco, 3285 tons, had the same history, being scrapped in 1935.

Suedco, 3545 tons, was also scrapped in 1935.

Sunelseco, 3545 tons, was scrapped in 1939.

Suportco, 3285 tons, was scrapped in 1939.

Sudurco, 3545 tons, was scrapped in 1935.

Sutransco, 3285 tons, became the Admiral Chase of the Pacific Steamship Lines, Ltd., of San Francisco, about 1930. She was laid up at San Francisco in 1936 and in 1939 was bought by A. C. Stralla for \$75,000. Early in 1940 he resold her to the American Trading Company of San Francisco, who put her back in service and sold her a few months later

to W. R. Carpenter of Sydney, Australia.

Sutermco, 3285 tons, became the Admiral Day of the Portland-California Steamship Company, and was laid up at San Francisco in February, 1936. In 1940 she was bought by the American Trading Co., who refitted her and sold her to W. R. Carpenter of Sydney. She left San Francisco August 12, 1940, for Sydney. On September 2 she was off Diamond Head with her cargo shifted; after restowing at Honolulu she sailed on September 11, and on the 20th was reported ashore at Canton Island with her bottom badly holed, a probable total loss.

Surailco, 3285 tons, became the Admiral Cole of the Portland-California Steamship Company. She was laid up at San Francisco in August, 1937, but went back into service in February, 1940, having been bought for \$75,000 by A. C. Stralla.

Suelco, 3285 tons, was scrapped in 1936.

Sunewco, 3545 tons, became the Admiral Y. S. Williams of the Portland-California Steamship Company. In September, 1939, she was bought by the American

(Continued on Page 7)

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Saturday
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Jackson B. Corbet, Jr., Editor and Publisher

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PLANNING for economic progress in the next peace era, even when the global war is far from ended, is well worthwhile and praiseworthy, and it is to be hoped that those doing the planning will be able to hit the nail approximately on the head. But it is an extremely difficult proposition; no one knows what conditions will confront us, nationally or internationally. For instance the future of our old and profitable continental European markets in the next peace era is shrouded in uncertainty, as pointed out in an article published in the Department of Commerce's Foreign Commerce Weekly, and reproduced in this issue of The Marine Digest. It emphasizes that the outlook for trade with the Continent in post-war days is obscured by many uncertain factors. Germany will be out of the picture, and France will be deep in her own rehabilitation work. The outlook is not so bad with the small continental nations, but their markets for American goods is rather limited, though we always have made a profit from dealing with them. Great Britain, we may add, always was our great customer in the Old World, spending more than \$2 with us for every dollar we spent in buying from her. Our exports to the island kingdom often exceeded \$600,000,-

000 a year prior to Hitler's invasion of Poland in 1939, but we can hardly expect Britain to recover her purchasing power overnight when the war ends. It may take her years to get back into her old stride when she bought millions of boxes of fresh apples and pears from the Washington State orchards, besides huge quantities of other perishables. Fortunately for us here in the Northwest we produce necessities required by British industry and consumers, including forest products and foods, and our outlook for postwar trade with England, Scotland and Wales is undoubtedly much better than is the outlook for American districts that run more to the production of luxuries and other fancy goods. As to the Orient, Japan, once a heavy buyer of American products, including lumber, will be a financial wreck when we get through with her, but in time the loss of the Nippon market should be offset by the almost inevitable expansion in our China markets in the early years of peace. In any event, the revival of American foreign trade in the years following the war, will depend on the ability of our business world to grant long time credits to foreign buyers.

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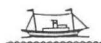
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